

more than 2 million jobs in related fields. Although unemployment remains high, especially in my home State of Michigan, these high-value, good-paying jobs continue to be available because of the shortage of qualified workers in this field.

Therefore, in order for the United States to remain at the forefront of aerospace development, we must do a better job of educating our children in science, technology, engineering and mathematics, commonly referred to as STEM education. Flying and space exploration remain a powerful inspiration that captures the interest of young people, and I applaud the efforts by the aerospace community to get involved with children and schools to nurture this interest and improve our STEM education programs.

I am proud to report that in my hometown of Grand Rapids, Michigan, a young gentleman, Patrick Johnson, who is a pilot, has formed the West Michigan Flight Academy, and been teaching aviation to children in the elementary schools, particularly those who are lagging behind. He has been helping them build model airplanes and fly them. Just about a month ago, I was with him when we went to a local meeting of the Experimental Aircraft Association chapter in my community.

Many of these children went up in an airplane for the first time in their life. They got to stand by the airplanes and hear an explanation of what the different parts of the airplanes were and how they work. And, believe it or not, most of those children are now very interested in studying math and science to better understand aviation, and may enter an occupation they had never thought of before. So aviation also has a very important educational impact, and I am pleased that the aerospace industry has helped schools and teachers learn more and teach more about aviation, and through that has inspired children to study science and mathematics.

I hope my colleagues will join me in honoring the aerospace industry for their good service by supporting the creation of a National Aerospace Day on September 16th. I also urge all members to vote for this concurrent resolution, H. Con. Res. 167.

Mr. HALL of Texas. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. TONKO. Mr. Speaker, I would again like to commend Representative EHLERS for his outstanding work on this resolution, drawing our attention to a National Aerospace Day. It is no small feat to have seen the history of the aerospace arena grow in leaps and bounds over the last century, and certainly writing much of that history was America and Americans who have, through their investment, given great opportunities to careers, to jobs that have been developed in that arena of a high-tech capacity, and certainly that have provided great hope and inspiration to many.

With all that being said, I would strongly encourage the Members of the House to support H. Con. Res. 167.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. TONKO) that the House suspend the rules and agree to the concurrent resolution, H. Con. Res. 167.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

HEAVY DUTY HYBRID VEHICLE RESEARCH, DEVELOPMENT, AND DEMONSTRATION ACT OF 2009

Mr. TONKO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 445) to establish a research, development, demonstration, and commercial application program to promote research of appropriate technologies for heavy duty plug-in hybrid vehicles, and for other purposes, as amended.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 445

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Heavy Duty Hybrid Vehicle Research, Development, and Demonstration Act of 2009".

SEC. 2. ADVANCED HEAVY DUTY HYBRID VEHICLE TECHNOLOGY RESEARCH, DEVELOPMENT, DEMONSTRATION, AND COMMERCIAL APPLICATION PROGRAM.

(a) ESTABLISHMENT.—The Secretary shall establish a competitive research, development, demonstration, and commercial application program (referred to in this Act as the "program") to provide grants to applicants to carry out projects to advance research and development and to demonstrate technologies for advanced heavy duty hybrid vehicles.

(b) APPLICATIONS.—

(1) IN GENERAL.—The Secretary shall issue requirements for applying for grants under the program.

(2) SELECTION CRITERIA.—The Secretary shall establish selection criteria for awarding grants under the program. In evaluating applications, the Secretary shall—

(A) consider the ability of applicants to successfully complete both phases described in subsection (c); and

(B) give priority to applicants who are best able to—

(i) fill existing research gaps and achieve the greatest advances beyond the state of current technology; and

(ii) achieve the greatest reduction in fuel consumption and emissions.

(3) PARTNERS.—An applicant for a grant under this section may carry out a project in partnership with other entities.

(4) SCHEDULE.—

(A) APPLICATION REQUEST.—Not later than 180 days after the date of the enactment of this Act, the Secretary shall publish in the Federal Register, and elsewhere as appropriate, a request for applications to undertake projects under the program. Applica-

tions shall be due not later than 90 days after the date of such publication.

(B) APPLICATION SELECTION.—Not later than 90 days after the date on which applications for grants under the program are due, the Secretary shall select, through a competitive process, all applicants to be awarded a grant under the program.

(5) NUMBER OF GRANTS.—The Secretary shall determine the number of grants to be awarded under the program based on the technical merits of the applications received. The number of grants awarded under the program shall not be less than three or more than seven, and at least half of the grants awarded shall be for plug-in hybrid technology.

(6) AWARD AMOUNTS.—The Secretary shall award not more than \$3,000,000 to each recipient per year for each of the 3 years of the project.

(c) PROGRAM REQUIREMENTS; TWO PHASES.—Each grant recipient shall be required to complete two phases:

(1) PHASE ONE.—

(A) IN GENERAL.—In phase one, the recipient shall research and demonstrate advanced hybrid technology by producing or retrofitting one or more advanced heavy duty hybrid vehicles.

(B) REPORT.—Not later than 60 days after the completion of phase one, the recipient shall submit to the Secretary a report containing data and analysis of—

(i) the performance of each vehicle in carrying out the testing procedures developed by the Secretary under subparagraph (E);

(ii) the performance during such testing of each vehicle's components, including the battery, energy management system, charging system, and power controls;

(iii) the projected cost of each vehicle, including acquisition, operating, and maintenance costs; and

(iv) the emissions levels of each vehicle, including greenhouse gas levels.

(C) TERMINATION.—The Secretary may terminate the grant program with respect to the project of a recipient at the conclusion of phase one if the Secretary determines that the recipient cannot successfully complete the requirements of phase two.

(D) TIMING.—Phase one begins upon receipt of a grant under the program and has a duration of one year.

(E) TESTING PROCEDURES.—The Secretary shall develop standard testing procedures to be used by recipients in testing each vehicle. Such procedures shall include testing a vehicle's performance under typical operating conditions.

(2) PHASE TWO.—

(A) IN GENERAL.—In phase two, the recipient shall demonstrate advanced manufacturing processes and technologies by producing or retrofitting fifty advanced heavy duty hybrid vehicles.

(B) REPORT.—Not later than 60 days after the completion of phase two, the recipient shall submit to the Secretary a report containing—

(i) an analysis of the technological challenges encountered by the recipient in the development of the vehicles;

(ii) an analysis of the technological challenges involved in mass producing the vehicles; and

(iii) the manufacturing cost of each vehicle, the estimated sale price of each vehicle, and the cost of a comparable non-hybrid vehicle.

(C) TIMING.—Phase two begins at the conclusion of phase one and has a duration of two years.

(d) RESEARCH ON VEHICLE USAGE AND ALTERNATIVE DRIVE TRAINS.—The Secretary shall conduct research into alternative power train designs for use in advanced

heavy duty hybrid vehicles. Such research shall compare the estimated cost, including operating and maintenance costs, emissions reductions, and fuel savings of each design with similar non-hybrid power train designs under the conditions in which these vehicles are typically used, including, for each vehicle type—

- (1) number of miles driven;
- (2) time spent with the engine at idle;
- (3) horsepower requirements;
- (4) length of time the maximum or near maximum power output of the vehicle is needed; and
- (5) any other factors that the Secretary considers appropriate.

(e) **REPORT TO THE CONGRESS.**—Not later than 60 days after the Secretary receives the reports from grant recipients under subsection (c)(2)(B), the Secretary shall submit to the Congress a report containing—

- (1) an identification of the grant recipients and a description of the projects to be funded;
- (2) an identification of all applicants who submitted applications for the program;
- (3) all data contained in reports submitted by grant recipients under subsection (c);
- (4) a description of the vehicles produced or retrofitted by recipients in phase one and phase two of the project, including an analysis of the fuel efficiency of such vehicles; and
- (5) the results of the research carried out under subsections (d) and (h).

(f) **COORDINATION AND NONDUPLICATION.**—To the maximum extent practicable, the Secretary shall coordinate, and not duplicate, activities under this Act with other programs and laboratories of the Department of Energy and other Federal research programs.

(g) **COST SHARING.**—Section 988 of the Energy Policy Act of 2005 (42 U.S.C. 16352) shall apply to the program established pursuant to this section.

(h) **ELECTRICAL GRID RESEARCH PILOT PROGRAM.**—The Secretary shall establish a pilot program through the National Laboratories and Technology Centers of the Department of Energy to research and test the effects on the domestic electric power grid of the widespread use of plug-in hybrid vehicles, including plug-in hybrid vehicles that are advanced heavy duty hybrid vehicles.

(i) **DEFINITIONS.**—For purposes of this section:

(1) **ADVANCED HEAVY DUTY HYBRID VEHICLE.**—The term “advanced heavy duty hybrid vehicle” means a vehicle with a gross weight between 14,000 pounds and 33,000 pounds that is fueled, in part, by a rechargeable energy storage system.

(2) **GREENHOUSE GAS.**—The term “greenhouse gas” means—

- (A) carbon dioxide;
- (B) methane;
- (C) nitrous oxide;
- (D) hydrofluorocarbons;
- (E) perfluorocarbons; or
- (F) sulfur hexafluoride.

(3) **PLUG-IN HYBRID.**—The term “plug-in hybrid” means a vehicle fueled, in part, by electrical power that can be recharged by connecting the vehicle to an electric power source.

(4) **RETROFIT.**—The term “retrofit” means the process of creating an advanced heavy duty hybrid vehicle by converting an existing, fuel-powered vehicle.

(5) **SECRETARY.**—The term “Secretary” means the Secretary of Energy.

(j) **AUTHORIZATION OF APPROPRIATIONS.**—

(1) There are authorized to be appropriated to the Secretary \$16,000,000 for each of fiscal years 2010 through 2012 to carry out this section.

(2) Of the funds authorized under paragraph (1), not more than \$1,000,000 per fiscal year may be used for—

(A) carrying out the studies required under subsection (d);

(B) carrying out the pilot program required under subsection (h); and

(C) the administration of the program.

SEC. 3. EXPANDING RESEARCH IN HYBRID TECHNOLOGY FOR LARGE VEHICLES.

Subsection (g)(1) of the United States Energy Storage Competitiveness Act of 2007 (enacted as section 641(g)(1) of the Energy Independence and Security Act of 2007 (42 U.S.C. 17231(g)(1))) is amended by inserting “vehicles with a gross weight over 16,000 pounds,” before “stationary applications”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from New York (Mr. TONKO) and the gentleman from Texas (Mr. HALL) each will control 20 minutes.

The Chair recognizes the gentleman from New York.

GENERAL LEAVE

Mr. TONKO. I ask unanimous consent that all Members may have 5 legislative days to revise and extend their remarks and include extraneous material on H.R. 445, the bill now under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?

There was no objection.

Mr. TONKO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, it is my pleasure to put before the House today H.R. 445 by Mr. JIM SENSENBRENNER. The House passed a nearly identical bill, H.R. 6323, in the 110th Congress and, unfortunately, that is as far as the bill got. Hopefully we can get some movement on this measure this time around.

By enhancing the Department of Energy's research program in heavy duty hybrid trucks, this bill draws much needed focus to a very critical component of the transportation sector, that being commercial trucks.

We have repeatedly learned the hard way just how much the health of our economy can hinge on the commercial transportation sector. Costly fuel translates directly into higher prices for consumers since the large majority of products we consume or use, from food to building materials, are at some point transported by a medium to heavy duty truck. We must take measures to ensure that this remains a vibrant economic sector.

The heavy truck sector also plays a role in our energy security and environmental health. Approximately one-fourth of the Nation's fuel use and the majority of transportation-based emissions can be attributed to heavy duty trucks. One large tractor-trailer rig uses as much fuel annually as 48 passenger vehicles. We can see how even small improvements in their efficiency can have a substantial impact.

As with passenger vehicles, hybrid technologies hold the greatest promise for improving the fuel economy and emissions of commercial trucks, but considerable research and development is required to put these technologies on the road. While the technological requirements for hybrid trucks are very

different, advances in this sector can benefit the domestic automotive sector as a whole by providing invaluable lessons learned in the designing and manufacturing of these systems.

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Mr. SENSENBRENNER's bill represents a commonsense approach to chipping away at our energy challenge. I believe this is an important piece of legislation in the large and complex puzzle that is our transportation sector. And I urge my colleagues to support the measure.

Mr. Speaker, I reserve the balance of my time.

Mr. HALL of Texas. Mr. Speaker, I yield myself such time as I may consume. I rise today in support of H.R. 445, the Heavy Duty Hybrid Vehicle Research, Development, and Demonstration Act of 2009, sponsored by my good friend, Congressman SENSENBRENNER. H.R. 445 was originally introduced in the 110th Congress as H.R. 6323, where it passed out of the Committee on Science and Technology with bipartisan support and input from both sides of the aisle and was passed by the House of Representatives under suspension of the rules by voice vote.

I'm pleased that Mr. SENSENBRENNER reintroduced his bill in this Congress that we're debating on the floor today. While most of the attention on hybrid vehicles has been focused on passenger cars, large, heavy duty hybrid trucks have received limited funds for Federal research and development programs. However, because trucks generally use much more fuel per year than passenger vehicles, the overall potential on satisfaction is very significant. The Environmental Protection Agency establishes that a typical delivery truck using a hydraulic hybrid system could save up to 1,000 gallons of fuel per year.

In light of the proposed savings in fuel use and resulting emissions reduction, the Heavy Duty Hybrid Vehicle Research, Development, and Demonstration Act of 2009 aims to encourage the advancement of the needed technology to bring about these savings. The bill directs the Secretary of Energy to establish a grant program for the development of advanced heavy duty hybrid vehicles.

These grants are awarded in two phases. In phase one, grant recipients are required to build or retrofit one or more advanced heavy duty hybrid vehicles and to collect required data. In phase two, grant recipients are required to produce or retrofit 50 advanced heavy duty hybrid vehicles, collect required data, and report on the results.

In addition, the bill directs the Secretary to conduct a study of alternative power train designs for use in advanced heavy duty hybrid vehicles and, further, directs the Secretary to establish a pilot program through DOE's national laboratories to research and test the effects on the domestic electric power grid of the widespread use of plug-in hybrid vehicles,

including heavy duty plug-in hybrid trucks.

Again, I thank Congressman SENSENBRENNER for introducing this bill, and Chairman GORDON for helping to advance it. I think it makes good sense and deserves passage.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. TONKO. Mr. Speaker, I again commend Representative SENSENBRENNER for his work on H.R. 445, which will speak to heavy duty hybrid vehicle research and development. The deployment of the improvements that we can make in that transportation sector will aid us tremendously in responding favorably to the environment and to our energy needs. For that purpose and many of the related energy and environment benefits that come from such research and development, I strongly urge our colleagues to support H.R. 445.

Mr. Speaker, I yield back the remainder of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. TONKO) that the House suspend the rules and pass the bill, H.R. 445, as amended.

The question was taken; and (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

RECOGNIZING 75TH ANNIVERSARY OF FEDERAL CREDIT UNION ACT

Mr. HIMES. Mr. Speaker, I move to suspend the rules and agree to the resolution (H. Res. 556) recognizing the 75th anniversary of the passage of the Federal Credit Union Act and the vibrant Federal credit union community that was created as a result of this important piece of legislation.

The Clerk read the title of the resolution.

The text of the resolution is as follows:

H. RES. 556

Whereas, on June 26, 1934, President Franklin Roosevelt signed into law the Federal Credit Union Act, thus enabling credit unions to be organized throughout the United States under the charters approved by the Federal Government;

Whereas the passage of the Federal Credit Union Act enabled credit unions to play an instrumental role in helping hard-working people in the United States recover after the Great Depression;

Whereas credit unions have continued to exemplify the American values of thrift, self-help, and volunteerism, carving out a special place for themselves among the Nation's financial institutions;

Whereas credit unions operate with the credo, "Not for profit, not for charity, but for service" and have consistently reflected this philosophical tradition and the cooperative spirit of "people helping people" that gave birth to the Federal Credit Union Act;

Whereas credit unions continue to provide valuable services to their members, financial

alternatives for the underserved, and economic stimulus to our Nation even as we face a financial crisis today; and

Whereas, June 26, 2009, will mark the 75th anniversary of the enactment of the Federal Credit Union Act: Now, therefore, be it

Resolved, That the House of Representatives recognizes the 75th anniversary of the passage of the Federal Credit Union Act and the vibrant Federal credit union community that was created as a result of this landmark piece of legislation.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Connecticut (Mr. HIMES) and the gentleman from New Jersey (Mr. GARRETT) each will control 20 minutes.

The Chair recognizes the gentleman from Connecticut.

GENERAL LEAVE

Mr. HIMES. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on this legislation and to insert extraneous material thereon.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Connecticut?

There was no objection.

Mr. HIMES. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, on June 26, 1934, President Franklin Delano Roosevelt signed into law the Federal Credit Union Act, establishing the Federal credit union system and creating the Bureau of Federal Credit Unions, the predecessor to the National Credit Union Administration, to charter and oversee Federal credit unions. June 26, 2009 marked the 75th anniversary of the passage of that act to create a not-for-profit financial institution formed for the purpose of promoting thrift among its members and providing them with a source of low-cost credit.

Given the presence of some of the oldest Federal credit unions in my home State of Connecticut and their important role that they play in their communities, I am pleased to offer this resolution.

Today there are more than 4,700 federally chartered credit unions. Together they serve nearly 50 million Americans and have nearly \$500 billion in combined assets. In my district alone, Federal credit unions serve about 60,000 members and manage approximately \$430 million in assets. Private sector organizations such as Pitney Bowes, the Fairfield University employees, Arnold Bakers run Federal credit unions. The Bridgeport police, Bridgeport hospital run successful credit unions, labor organizations such as the UFCW Local 371 are running successful Federal credit unions.

In these turbulent times, the not-for-profit cooperative business model of credit unions has been an example of safety and soundness providing credit at reasonable rates and important financial services to its members. Federal credit unions continue to seek opportunities to extend crucial financial services to underserved areas. They are inherently invested in the their mem-

bers and in their communities and have helped their members in these troubling economic times by promoting financial security and economic well-being for all.

I am happy to recognize the 75th anniversary of the passage of the Federal Credit Union Act and to acknowledge their valuable services to their members and communities across the Nation.

Mr. Speaker, with that I reserve the balance of my time.

Mr. GARRETT of New Jersey. I yield myself such time as I may consume.

I rise in support of the legislation, and I commend my colleague on the other side of the aisle as well for his work on this piece as well and his support.

If you look to the legislation, page 2, I think this is an interesting portion and it really cuts to the quick of what we're talking about with regard to credit unions. It says: whereas credit unions operate with the credo, not for profit, not for charity, but for service and have consistently reflected this philosophical tradition and the cooperative spirit of people helping people that gave birth to the Federal Credit Union Act.

Well, when you think about it, that is exactly what the credit union industry is in this country: not for profit, not for charity but for service. And when I think of my district back in the great State of New Jersey in the Fifth Congressional District and the credit unions that are in that area, whether it was the very first credit union that I ever joined when I worked for Selective Insurance Company many years ago and the services that they provided to the employees of that company or other credit unions that have grown up over time in the various counties in northwest New Jersey and across the State of New Jersey, working to fill a particular niche for their members that perhaps were not being met by the rest of the industries for these individuals, they were doing so in a manner that was not for profit, the people coming together and saying that there is a need to be fulfilled and that they were going to make sure that they served it.

Now, it's interesting as I come to the floor here to speak to the benefits of credit unions that our country has seen over the last several decades. I just returned from meeting with officials from the European Union and also from Great Britain where they, right now, in light of all the financial difficulties they are experiencing in their financial markets, are looking across the Atlantic to see whether they can learn some things from us to see what they can do to provide, A, some services and, B, some stability to their markets as well.

And you know what the number one thing that the Conservative Party, the folks who I met with over there, said that they wanted to do and that was in Great Britain was to provide credit unions for the people of that country.